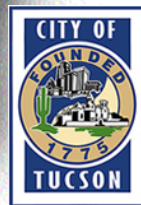




City of
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ucson

City Strategic Plan

transportation



Transportation Focus Area

Introduction:

Travel demand has increased faster than population growth and faster than the ability to provide transportation system improvements. The growth in travel demand has resulted in increased traffic congestion, poor driving habits, and consequently, an increase in frustration among drivers. Neighborhood streets are deteriorating with age, and many Tucson neighborhoods still lack adequate lighting, sidewalks, and storm drains. Ridership levels on public transit are stagnant as service levels have not kept pace with needs.



Available transportation funding falls short of existing needs both in the City of Tucson and throughout the region. Funding for new projects and services is limited due to growing costs of operations and maintenance. The challenge of inadequate resources is compounded by the existing land use pattern. A historical pattern of development in unincorporated areas, followed by annexation into the City, has typically resulted in inadequate transportation infrastructure. This requires costly retrofitting of improvements. Mixed-use development locating housing, retail services, and jobs closer together would encourage the use of public transit, bicycle and multi-use paths, and related alternative modes of transportation that provide options to continued dependence on automobile use.

The City of Tucson currently lacks a local dedicated funding source for transportation. A proposed half-cent sales tax increase to fund specific transportation improvements, services, and programs will be presented to voters on May 21, 2002. Passage of the half-cent sales tax increase would provide dedicated funding for improving neighborhood streets, mitigating traffic congestions by expanding existing major streets and intersections, and improving public transit services.

Strategic Policy Statements:

1. Seek and obtain resources necessary to improve the transportation system.
2. Provide leadership within the region to address transportation system needs.
3. Develop some alternative land use patterns to promote a more effective transportation system.
4. Deploy Community Character and Design policies in transportation projects.

Strategic Policy Statements

1. Seek and obtain resources necessary to improve the transportation system.

The City of Tucson lacks the resources needed to preserve existing transportation assets and implement improvements to the system. Immediate action is necessary to pursue a variety of funding options, all of which will be necessary to address current and future transportation needs. Significant investment is needed to prevent further deterioration of transportation assets. Substantive improvements to the transportation system will require additional funding from existing and new sources.

Priority Projects:

• **May 21, 2002, Election on Proposition 100 and Proposition 400** - An election on a Charter amendment permitting the City portion of the local sales tax to be increased by a half-cent and the

Transportation Plan that outlines projects, programs, and services to be funded by this new sales tax revenue.

Regional Growth and Travel

Comparison between 1995 and 2000

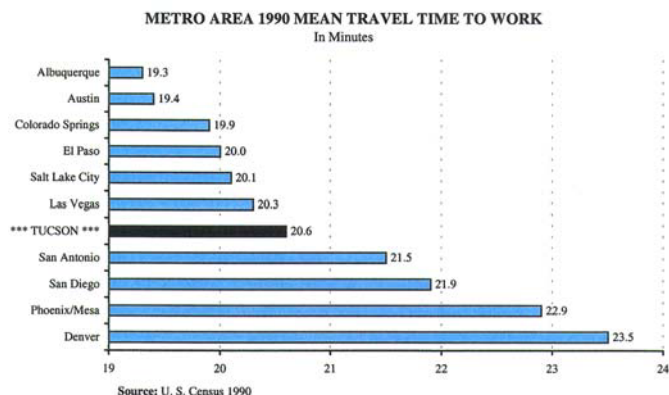


- **Conduct a process to develop funding options based on the Comprehensive Plan's Cost of Growth Element** – Establish recommendations that implement new funding sources based on policies which establish criteria to ensure that new development pays for needed infrastructure, including transportation.

- **Federal and State Legislative Agenda** – Lobby to protect state shared revenues and raise state gasoline tax/index to reflect inflation. Also earmark federal funding for key transportation projects, including the I-10 Mainline Widening through the Rio Nuevo area, Railroad Crossing Improvements, Downtown Intermodal Center, Sun Tran Replacement Buses, Sun Tran Northwest Maintenance Facility, and Light Rail Study.

2. Provide leadership within the region to address transportation system needs.

The majority of the travel in Pima County happens on roads within the boundaries of the City of Tucson. As the dominant governmental entity in the region, the City must take a leadership role to ensure that the transportation system meets the needs of area residents and businesses. Proactive leadership requires effective relationships with other governments in the region in order to build alliances. This type of cooperation is needed to identify regional solutions to funding and system challenges.



Priority Projects:

- **Update PAG 2030+ Regional Transportation Plan** – Long range transportation planning process for Tucson region requires a cost-constrained financial plan. Update begins with elected official meetings and public outreach.

- **Pima County 1997 Bond Program Projects within the City** – Secure guaranteed county

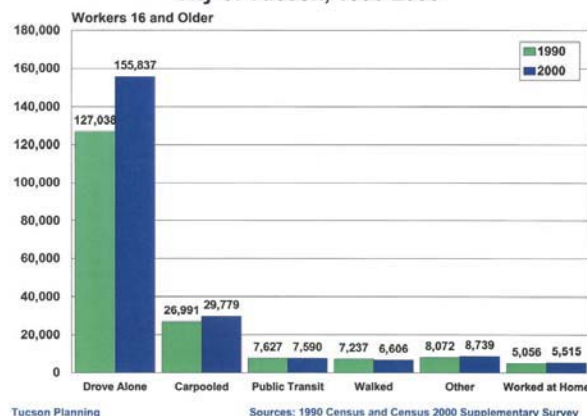
funding for City projects (\$96 million). Convert appropriate projects to be managed and built by City staff. This requires action by the Pima County Board of Supervisors.

- **Project Construction Coordination with Pima County and ADOT** – Minimize travel delay and frustration by improving coordination during project construction. Key projects include Pima County Bond projects in the city limits, ADOT's I-10/I-19 Interchange, and I-10 Mainline Widening – all consistent with the Rio Nuevo Master Plan and the desires of the residents of the area.

3. Develop some alternative land use patterns to promote a more effective transportation system.

The land use pattern established by years of development supports dependence on automobile use. Continuing this land use pattern requires costly capacity improvement to the transportation system that is quickly consumed by increased traffic volume. With few opportunities for people to live and work in close proximity, the use of public transit and other alternative modes of transportation are effectively discouraged. Land use considerations impact the urban design character of the community as the built environment is typically homogenous and automobile oriented.

Means of Transportation to Work City of Tucson, 1990-2000



- **Major Investment Study for Light Rail Transit** – Conduct alternatives analysis, quantify costs for system, and establish federal funding interest in this project. The study would also quantify potential ridership based on specific route alignments.

- **Identify Corridors or Central City** areas that can Support Mixed Use Development and Transit Oriented Development. Pursue public/private partnership on pilot redevelopment project.

4. Deploy Community Character and Design policies in transportation projects.

The General Plan includes policies in the Community Character and Design element that can help to improve the quality of the built environment, providing an attractive urban form. The design quality of much of the City's multi-modal transportation system can be substantially improved when the necessary resources become available. Because these transportation system improvements remain in place for many years, it is critical that new transportation construction and reconstruction utilize design standards consistent with the Community Character and Design element in the General Plan. Over time, the design of transportation infrastructure can more effectively promote livability concepts that reflect the character of the Sonoran Desert environment.

Priority Projects:

- **Downtown Intermodal Center** – The project master plan includes restoration of the Historic Railroad Depot and complementary facilities (parking garages, etc.) that are integrated to provide effective linkages among various modes of transportation.

- **Undergrounding Tucson Electric Power Facilities** – As new transportation infrastructure is built, overhead TEP facilities are relocated underground with set aside funds from utility franchise fees. Local partner agencies will coordinate efforts to underground existing utilities at six strategic locations. These funds will be reserved for undergrounding projects that will have substantive visual improvements.

- **Update/Implement Transportation Design Guidelines** – Revise existing transportation project guidelines that include roadside landscaping and development standards consistent with the Community Character and Design element of the General Plan.